

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET/CONTROL-US OFFICIALS ONLY
SECURITY INFORMATION

25X1

COUNTRY	USSR	REPORT	
SUBJECT	Railroad Travel Klaipeda-Brest-Warsaw	DATE DISTR.	2 April 1953
DATE OF INFO.		NO. OF PAGES	2
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

1. [REDACTED] continuing from Brest to Warsaw. The Klaipeda train consisted of about 20 cars and a large steam locomotive, with four or five first, or soft, class cars, and the remainder third, hard, class cars. The train left Brest at 1825 Soviet time and arrived at Baranovichi (N53-08, E26-02) at 2300, where it was necessary to change trains, leaving Baranovichi the next day at 1925 in a train of the same description. This train arrived at Vilnius at 0100, where there was another change, the next train leaving at 2010 and arriving at Klaipeda about 0700 the next morning. On the return trip the schedule was: depart Klaipeda 1900, arrive Vilnius 0700; change trains, depart Vilnius 0900, arrive Baranovichi 1500; change to a Polish train, depart Baranovichi 1600 Soviet time, arrive Warsaw 2000 Polish time.

2. For the trip from Brest to Klaipeda, a through ticket was bought. This, together with the receipt for the ticket and a seat-reservation ticket, must be shown at the ticket-control office. Seat reservations are valid only for the stretches Brest-Baranovichi, Baranovichi-Vilnius, and Vilnius-Klaipeda, and it is necessary to have a seat reservation to get on the train. There are no round-trip tickets. In the ticket lines, where passengers must get their new seat reservations, people were very impatient, making much noise, shouting, and pushing. Persons travelling first class had only to approach an official at the stations, probably railway police, and then this man would go to the ticket window, push the first few people aside, and get the tickets. The line reacted to this treatment with shouts and growls.

3. The impression was that first class was used very little, while third class was fully occupied and crowded. At all stations there was a big crowd and much confusion. In the stations people slept between their bundles on the floor, and the local population was dirty and irritable.

25 YEAR RE-REVIEW

SECRET/CONTROL-US OFFICIALS ONLY

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC				
-------	---	------	---	------	---	-----	---	-----	--	-----	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "X".)

SECRET/CONTROL-US OFFICIALS ONLY

25X1

- 2 -

[redacted] the third-class sleeper [redacted] was not divided into compartments; and had numbered, wooden berths, without mattresses or blankets. The latter could be obtained for ten rubles extra. The cars were crammed with passengers, sleeping in two tiers, or sometimes three, with men, women, and children in the same car. The Soviet train was well kept and painted, but one could expect to get lice in third class.

25X1
25X1

4. The main street in Vilnius seemed much nicer than streets in the other cities, except for the railway-station area, which was just as bad as the others. The city seemed cleaner and better kept than the other cities. There were fewer lines and many different kinds of stores, even souvenir shops, and bookshops with political literature of every kind. Among the publications noticed was a book with a bright-colored cover, on which was drawn a spider with a dollar sign.

SECRET/CONTROL-US OFFICIALS ONLY